

# Hangar Flyer

On the Web at <http://www.eaa92.org> EAA Chapter 92

February 2007

Volume 5, Issue 2

## Membership Update & Dues

Please help us to verify your personal information and update our files by completing the application & information form. Members who receive the newsletter by email can email it to our membership chair, Bob Dougherty at: [rldough4always@aol.com](mailto:rldough4always@aol.com) or; it can be mailed to Bob Dougherty, 9960 Sage Circle, Fountain Valley, CA 92708.

Chapter membership dues are due for the year beginning January 1st of each year. Persons joining during the year pay a prorated portion of the \$20 fee. If you have not yet renewed, please do so by seeing Roland Koluvek, treasurer, at our next chapter meeting February 7th; or by mail to his address at 1125 Birch St., Orange, Calif. 92868-2132. Make checks payable to EAA Chapter 92.



### At The Feb. 7<sup>th</sup> Meeting

John Frymyer, Chino Airport Manager, will address the chapter on plans to improve Chino Airport and the involvement of Chapter 92 in the Future.

### Contents

**Membership  
Update & Dues**  
Page 1

**President's  
Message**  
Page 3

**Photos From  
Bagdad Airport**  
Page 7

**When  
2+4=4**  
Page 8

# CHICKEN WINGS™

BY MICHAEL AND STEFAN STRASSER



Reprinted by permission of the Stefan and Michael Strasser

Check out more cartoons at <http://www.roost-air.com>

## Officers & Staff

President	Ray Hecker .....(949) 951-6784 ..... <a href="mailto:rhecker@franek-tech.com">rhecker@franek-tech.com</a>
Vice Pres.	Jay Steffenhagen.....(714) 730-3717 . <a href="mailto:jsteffenhagen@beckman.com">jsteffenhagen@beckman.com</a>
Secretary	Thom Steury .....(949) 770-7699 ..... <a href="mailto:tsteury@cox.net">tsteury@cox.net</a>
Treasurer	Roland Koluvek.....(714) 633-8280 ..... <a href="mailto:aviatorrhk@socal.rr.com">aviatorrhk@socal.rr.com</a>
Directors	Joe Riley .....(949) 262-0589 ..... <a href="mailto:jl3142@cox.net">jl3142@cox.net</a>
	Bob Dougherty .....(714) 775-3359 ..... <a href="mailto:rldough4always@aol.com">rldough4always@aol.com</a>
	George Martin.....(949) 494-7148 .... <a href="mailto:glmartin.aero@earthlink.net">glmartin.aero@earthlink.net</a>
+ Base Ops	Cliff Carpenter .....(714) 850-2854 . <a href="mailto:carpenter.cliff@aaa-calif.com">carpenter.cliff@aaa-calif.com</a>
Membership	Bob Dougherty .....(949) 262-0589 ..... <a href="mailto:csb1896@cox.net">csb1896@cox.net</a>
Webmaster	Don Myhra.....(949) 472-1145 ..... <a href="mailto:don@myhra.org">don@myhra.org</a>
News Editor	Rich Newell .....(714) 843-0700 .... <a href="mailto:richard@sd-consulting.com">richard@sd-consulting.com</a>
Young Eagles	Cliff Carpenter .....(714) 850-2854 . <a href="mailto:carpenter.cliff@aaa-calif.com">carpenter.cliff@aaa-calif.com</a>
In Iraq	Gary Steinke .....(281) 669-5425 ..... <a href="mailto:Gary.Steinke@kbr.com">Gary.Steinke@kbr.com</a>
Tech Counselors	Gary Questa .....(714) 963-3281 ..... <a href="mailto:shirleyq12@aol.com">shirleyq12@aol.com</a>
	Ray Olimski..... Emeritus ..... <a href="mailto:rayvonne@cox.net">rayvonne@cox.net</a>
	Roland Koluvek.....(714) 633-8280 ..... <a href="mailto:aviatorrhk@socal.rr.com">aviatorrhk@socal.rr.com</a>
Flight Advisors	Ray Hecker .....(949) 951-6784 ..... <a href="mailto:rhecker@franek-tech.com">rhecker@franek-tech.com</a>
	Jay Steffenhagen.....(714) 730-3717 . <a href="mailto:jsteffenhagen@beckman.com">jsteffenhagen@beckman.com</a>

## One Month Down and 23 to Go

---

Joe Riley, our 2005/2006 past president will get a total kick out of that headline; we are really off and running in 2007.

Our first meeting of the year went extremely well with a presentation by Ron Bishop regarding his LSA business ventures and opportunities to grow general and sport aviation in Orange County. We are all looking forward to working to support Ron's efforts for a number of reasons that are to the benefit of all of us. We will stay tuned on Ron's progress with the County of Orange and the Irvine Company. Ron promises an update in the next few months.

As a way of saying thank you for his presentation and all of the preparation, we will extend to Ron a 12 month membership in Chapter 92, as well as a requisite number of Oshkosh Style Brats at our Young Eagles and other BBQ based outings. We will even see if we can dig up an extra volunteer shirt for his contribution to our meeting's success.

Additionally, Ron has offered his Rancho Las Lomas facility at El Toro Road (Santiago Canyon) at Live Oak Canyon for our Chapter meetings. This venue may be too far for some of our members to attend, but it would make for a great mid summer party gathering, say the first full weekend in August, and possibly the annual end of year party. We will put it to a vote and see what all of you think.

Roland Koluvek and I finally completed our marathon Condition Inspection, which was the first one the Falco had by an A&P since her birth in 1989. With sign-off in hand on 12/30/06, to meet a John Wayne Airport (SNA) tie-down deadline, we deferred the flight test until the first Saturday of the month. On January 6th, the weather cooperated and we launched the craft after taking the necessary post "Condition Inspection" pictures. N772SF sure looked pretty as she rolled out of her nearly two-month hibernation and an extensive overhaul of the firewall forward section.

As my long time friend, flight advisor and counselor Jay Steffenhagen advised, "It will take you three years to shake

*Continued on page 4*

## **One Month Down...** *Continued*

---

out the bugs of the airplane”. Those are the words of a very experienced pilot and multiple-airplane owner. The Falco has now completed an extensive 300 hour inspection, repair and upgrade. Hopefully years two (2) and three (3) Condition Inspections will not be as time consuming; we do have plans for a WAAS capable IFR GPS installation along with an autopilot, not to mention a heat muff for cabin and defrost air to keep our fingers and toes warm in the winter. Looks like we are on the proverbial three-year upgrade and tweaking plan.

After a couple of minor set-backs associated with a little too much grease in the prop hub area, and the trouble shooting of an unacceptable magneto drop at run-up, N772SF, affectionately known as “Sophia” (ask me to explain later) took to the air, this past weekend, with all systems “Go”. Sophia is now ready for cross county and aerobatic flying, as well as giving rides to a couple of key folks who lent a helping hand. Roland did a great job on magneto timing. Sophia climbs at 1200 FPM with nearly full fuel at 95 KIAS. At aerobatic weight, she looks for the clouds at the 1400 FPM rate.

During the course of all this fun on working on and test flying airplanes, other notable activities during the month included:

Jay Steffenhagen chaired a marathon board of directors meeting, while I was off teaching a class at UNLV (Forensic laboratory support - not a gambling class!).

We (Board of Directors) have a number of action items to present at the February general meeting. The content includes follow on business, our Young Eagles and our revenue generating show event dates and prep work for fly-ins. The main events are published in this newsletter and will roll forward for the next 12 months, to keep everyone informed.

Please mark your calendars for our 2007 Young Eagles flying dates:

**April 14th**

**June 9th**

**July 21st - Discovery Science Center 30 kids**

## One Month Down... *Continued*

---

**September 8TH**

**October 27th**

Joe Riley completed the Phase 1 (25 hour) flight-testing of Gary Questa's BD-4 "rocket".

Gary also had his first flight in his airplane and I will assist Gary with flight training as a CFI, CFII to get him comfortable with the beast. Joe reports the BD-4 has a high wing loading and a good power to weight loading, thanks to a strong Lycoming O-360. Gary now has the airplane down for post test modification and repairs, as well as its first Condition Inspection. We will see Gary back in the air in late February or early March 2007. Is 20 years the right length of time for a project?

A good number of our Chapter 92 members managed to attend the Chino Airport Administration open house and discussion on Saturday the 13th.

John Frymyer, the Chino Airport manager laid out the plans for the airport, including new taxiway changes and a re-lettering scheme. Stay tuned for a NOTAM around April when the changes go into effect. If you blink too long you may miss the re-identification of the taxiways, just like the posted price of fuel changes, over the course of one evening in the Spring. John also noted that an additional 24-hour self-serve fuel system might be installed at the "gazebo" zone location near the tower. The goal is to have fuel prices in CNO as close to those at AJO. We see how that develops. As for me being a CNO and SNA based pilot that would be a good thing – inexpensive fuel at a towered controlled field with longer runways. All one has to do is put up with the bugs (Chino flies) in the area.

Thom Steury surprised me with the unveiling of his Thorp T-18, just a few hangar doors west of me in County hangar row J-3 at CNO.

It looks like Thom could use some help in getting his airplane put back together and airworthy, while completing his Condition Inspection. If you are interested in working on an airplane and do not have a project of your own, this may be

*Continued on page 6*

## One Month Down... *Continued*

---

an opportunity made in heaven for you and Thom. We have experienced A & Ps, as members of our Chapter, so do not let not being a “Repairman” keep you from having fun and gaining experience. Working on an airplane and getting it (her) back into the air is one of the most rewarding things any of us can do.

My CDs and training book on the “T-34 Formation Flying Course”, the definitive course adopted by the EAA Warbirds of America, North American Trainers, P-51 Pilots and others, arrived.

This is a fantastic set of two CDs and text material, and a pre-requisite for any group flying. If you are interested in formation flying, please see me. We will see if we can talk one of our former fighter pilot instructors (P-47) Enrico Bottieri into assisting us with the expertise Warbirds Squadron 16 has in this area.

Our upcoming speakers for the February, March and April General Meetings are:

**Feb • John Frymyer, Chino Airport Manager.** John is a supporter of active EAA participation and wants more pilot interaction at CNO.

**Mar • Joe Riley on flight testing the BD-4.** Joe is an experienced US Army pilot with flight test credentials. Joe will explain why flight testing assignments are usually left to the younger pilots (ask Joe about max G maneuvers and not so soft seats!)

**Apr • Roland Koluvek and Ray Hecker – “500 Hour Condition Inspection.”** Roland took quite a few pictures of the Falco during the 6 November – 30 December 2006 condition inspection of N772SF. We will bore you with all of the details on inspecting and improving an experimental airplane.

Since we have been blessed with a dry but windy January, I can understand why some of us have not been in the air very much, due to the wind. If the weather continues to hold as

## One Month Down... *Continued*

---

VFR, we should have a fine and mild flying season. Get those airplanes ready and your flying skills tuned up. We have a lot a sky and distance to cover in February.

Lastly,

Do you want to get a free membership to the Chapter and/or have the opportunity to collect cash rewards at the end of the year? If you answered yes, make sure you attend our general meetings and volunteer sessions. We are rewarding speakers with free membership and the points rack up for attending our meetings, as well as volunteering. Just ask Cliff Carpenter how it works! Cliff walked away as the big cash winner in 2006. Please refer a friend to join EAA and our chapter. There is a lot of talent out there and we all have one thing in common – SPORT AVIATION! Please help to grow our chapter membership.

I look forward to seeing you and an associate of yours at the February General Meeting.

*Ray*

President – EAA Orange County Chapter 92

CFI, CFII, MEI, FAA Safety Team Member

Flight Advisor

*PS – Keep the dirty side down, unless you are wearing a parachute!*

## Photos from Bagdad Airport?

---

Maybe you should ask Gary Steinke or get a quicker answer by going to page 10 for the story.



## When $2+4=4$ told by Larry Severson

Every home builder, at some point, needs to create fillets. They are a pain to almost everyone, but not Jim Emons (CNO). He demonstrated a method that allowed him to create fairings easily. Would you believe that **2 hours plus \$4 equalled 4 perfect fairings** for his one design Zuni? It has to be the best trick that I have ever seen.

**Step 1:** Cover any surface that the fairing shouldn't stick to with clear plastic packing tape.

**Step 2:** Cut out end shapes out of card stock and hot glue them to the leading/trailing edge of the structure.

**Step 3:** Using a hot glue gun apply window screen to create the contour desired between the two surfaces. The glue will have to be applied slowly so that the screen will remain in the shape and place desired. If a mistake is made, a hair dryer can be used to loosen the hot glue for reapplication.

**Step 4:** Using a grinding tool, trim the applied screen to provide edges that won't cut or be too difficult to smooth at the end.



*Trailing Edge Guide Installed*



*Screen Attached to Shape Fairing*



*Screen Cleaned and Trimmed*



*Jim Applies Flox*

## When 2+4=4 *Continued*



*Smooth Flox on Wheel Fairing*

**Step 5:** Mix and apply wet flox to the screen using a tool that allows the flox to be applied with just enough effort to penetrate the screen creating a holding force. Most of the flox needs to be left on the outside of the screen.



*Fiberglass BID Application*

**Step 6:** Finish up applying the flox with a smooth surface. (Jim uses a small spackling tool.)

**Step 7:** Apply one layer of BID to the wet flox. It can be made up of scraps of BID since this will not be a structural part. By the time the BID is properly smoothed onto the flox, most of it will already be wetted out. Mix up a small amount of epoxy and wet out the portion of glass that is not fully wetted.



*Finished and Primed Fairing*

**Step 8:** Allow the new fairing to dry 24 hours. At the point it will be ready for final finish work and primer.

**Step 9:** Fly that beautiful plane! Actually on 1/1/07 Jim Emon's Zuni is ready for high speed taxi. This is one plane that I would love to own.

*Editor: If you know of something of interest like this, contact me so we can tell the chapter about it.*



*Zuni Primed for High Speed Taxi*

## C-17 GLOBE MASTER III

---



This 1/9th scale radio-controlled C-17 model was built in the United Kingdom for a 15 program series on the Home and Leisure satellite TV channel. Built in one year with the aid of three friends. Powered by 4 Jetcat P-120 turbines with a total thrust of 108 lbs. The model weighs over 250 lbs fueled. Wingspan is 20 feet 8 inches, and the top of the fin is 74 inches above the ground. The rear cargo doors open and they drop an r/c jeep on a pallet, as well as 2 free-fall r/c parachutists.



EAA 92

February

2007

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
<p>General Meetings are Held at Mimi's Cafe in Irvine. Dinner starts at 6:00 pm with the presentation following at 7:00 pm</p>				1	2	3
4	5	6	7 General Meeting 6:00 pm Mimi's	8	9	10
11	12	13	14 Board Meeting 7:00 pm Sig. Air	15	16	17
18 Newsletter Submission Deadline	19	20	21	22	23	24
25	26	27	28	<p>Board Meeting are held at John Wayne Airport in the Signature Air boardroom at 7:00 pm.</p>		



P.O. Box 30211  
Santa Ana, CA 92735-8211

To subscribe or unsubscribe yourself,  
send email to [majordomo@eaa92.org](mailto:majordomo@eaa92.org)  
with the following in the BODY of  
your email message:

subscribe members

or

unsubscribe members

# General Membership Meeting

**Wednesday February 3, 2007 - 7:00 pm**

**Arrive 6:00 pm for Dinner**

**Mimi's Café**

**4030 Barranca Parkway**

Corner of Culver & Barranca

From the 405 Fwy, exit and  
head Northeast on Culver Dr. to  
Barranca.

To Subscribe to the Electronic  
Hangar Flyer send an email to

